

IMPERIAL DECREES.

THE YELLOW RIVER FLOODS.
In a sequel to the distress reported to me, I have the pleasure to inform you that the recent Yellow River floods in Shantung, I, the Emperor, D. Wang Tze-hsiang-yu, etc., etc., hereby assign the sum of Tls. 200,000 from the Privy Purse to be sent to Governor Chang Ju-mei of the said province for distribution to relieve the general distress.

October 18th.

THE EMPRESS-DOWAGER'S ARMY FORMS.

At the competitions for military degrees to be held in November, the following officers are recommended to participate: The Adjutant-General, Prince T'ai Lin, Ch'ih Hsin, Duke Tai Ying, Jung Hsin, Song Kuei, Wu Chib, Prince I Mo, and Shu Chang.

[Note:—It was the special desire of the Emperor to have provided over the above examinations Manchurian youths in target shooting with modern weapons of precision prior to the Imperial visit to Tientsin, the practice of archery having been previously abolished.]

THE HANGCHOW SILK-LOOMS.

Ching Chuan is appointed Imperial Commissioner of the Hangchow (Chikiang province) Silk-Looms.

THE LATE RICE RIOTS IN CHIKIANG.

Liao Shou-ying, Governor of Chikiang, reports that during the late spring and summer of this year many disturbances among the inhabitants of the prefectures of Ningpo, Shaoxing, and Wenzhou in Chikiang province, owing to the extreme dearth of rice. At that time the memorialist was just on the point of issuing orders for selling rice from the Government granaries at cut price to the people, when he received a sudden news from the Taitai of Wenzhou reporting a most serious rising among the people of the Yung-chia district (Wenzhou city), owing not only to the high price of the staple but also against the late government measure of collecting taxes on local opium. There was a general strike amongst the traders while the mob went on to destroy and pull down the yamen of the Taitai, prefect, and district magistrate and also the local Opium Tax Office. The people also began to pillage the shops of the military who were called out, but instead of being overawed the mob opposed the troops with arms in their hands. As a habit of opposing the authorities must be suppressed the memorialist actually ordered the soldiers to suppress the riot. The memorialist has since then laid blame on the local authorities of Wenzhou and denounces the district magistrate of Yung-chia and the two districts belonging to the Opium Tax Office for being the cause of the riot. These three men are therefore ordered to be cashiered and dismissed. The district magistrate of Ningpo, Ningpo, is further handed to the Board for deprivation of a penalty for not being able to prevent a riot in his jurisdiction at the same time. Other local officials are to take warning by this to be more diligent in their duties.

THE KANGSI REBELLION.

A memorial from Huang Hui-shen, Governor of Kiangsi, is received denouncing the local authorities of Yung-chia and Wenzhou for not being able to defend their cities against the rebels. The memorialist requests that the district magistrates of Yung-chia and Wenzhou be cashiered and dismissed. The memorialist also requests that the district magistrate of Yung-chia be cashiered and dismissed. The memorialist also requests that the district magistrate of Yung-chia be cashiered and dismissed.

A NEW TAIPEI R. CHUNGKING.

For Ching-chien is appointed Taitai of the Chungking Prefecture of Sichuan.

A NEW DEPUTY GOVERNOR FOR TAI.

Li Li is appointed Deputy Military Governor of the province of Taiwan, vice Chang Hsin, and on account of sickness, N. C. D. Neri.

CONCESSIONS IN CHINA.

The *Economiste Française*, over the signature of Mr. Pierre Leroy-Beaulieu, has a very interesting article dealing with "Commercial and Railway Concessions in China" the gist of which is to show the difference of temperament between the Chinese and Japanese. Whilst the latter saw quickly what was good for the development of the country, the former wanted, so to say, coercion to bring them to recognise their interests. The conclusion of the article states:—"Despite the good results to be foreseen from the concessions granted already, the writer says that in his estimation enough has been already obtained, and the Chinese Government should not be pressed any more in the granting of further concessions. It must be seen first of all whether money can easily be found. At 24,000 per kilometre, 5,000 kilometre-miles make a grand total of 224,000,000 sterling, taken at the lowest, and without reckoning the Russian lines in Manchuria. Will Europeans subscribe freely? The greater part of these lines, if not all, are constructed for the account of the Chinese Government, with a loan guaranteed on the general revenue of that Government, and principally on the receipts of the line, after all expenses of exploitation and administration have been covered. This is expressed in the contract of the Peking-Hankow Railway, for which an emission of four and a half million pounds is to take place, which contract further states that the bondholders have a first lien on all the property of the line. Such a guarantee has some value assuredly, but the timid people are already showing that there are many "alms" to be reckoned with, although the construction of such a line is entrusted to a European company. It is a question of the extent of an possible rebellion or even of the total disappearance of the Chinese Government; undoubtedly there are very pessimistic views, but yet one cannot help thinking that real concessions with the constitution of a large share capital would have given to the share or bondholders a greater prospect of profits as compensation for the risks to be run. Moreover, by pressing too strongly on the already enfeebled Chinese Government and proceeding too fast, one is liable to accentuate again the feebleness and to provoke troubles and other calamities, not considered very great, but from the marauders who might infect them. They foresee that all these innovations spell the near end of their power, and that is the cause of their constant hostility to reforms or improvements. This is a serious danger, and according to Mr. Leroy Beaulieu, consolidation of the acquired advantages should be the main object. — L. & C. B. B. B.

NAVAL NOTES.

(From Home Press.)

It is stated that Messrs. Vickers, Sons, and Maxim, of Barrow, have secured the contract for a Japanese battleship of 15,000 tons, which is to cost £2,000,000. Clyde and Tyne shipbuilders tendered unsuccessfully for the vessel.

The Admiralty have given instructions for a portion of the new water-distilling apparatus, which was to be placed in a house in course of erection at Sheerness Dockyard, to be shipped without delay for the China Station for use at Wei-hai-wei.

Fresh war material will be despatched to Port Arthur and Tientsin by the Ministry of War. It will be conveyed by the steamer *Koroff*, of the Russian Steam Navigation and Trading Company. The first-class gunboat *Chilka* will shortly leave Cronstadt for the Pacific.

Amongst the guests present at a trial run of the new torpedo-boat *Bog*, built by Yarrow for the Austrian Government, was Captain Mokoyama, the Japanese Naval Attaché in London. As the *Bog* is similar to the five torpedo-boats Messrs. Yarrow have just constructed to build for the Japanese Government the Naval Attaché will be able to definitely report to his Government on the class. The *Bog* has a breadth of beam of only 15 ft. 3 in., and its length is 152 ft. 6 in., and a large portion of its space is accordingly necessarily taken up with the powerful machinery which gives it its great speed. This machinery consists of two Yarrow patent straight tube water-tube boilers and a set of triple expansion engines capable of indicating about 2,000-horsepower. The bunkers, which extend along each side of the boiler compartment, carry sufficient fuel to give a radius of action of 1,500 knots at a 10 knot speed. The vessel is divided into a large number of water-tight compartments by transverse bulkheads, and the armament, which on board, will consist of three projected 18 inch torpedo tubes, two placed forward and one aft, and also two quick-firing 3-pounder guns. The boat made, on its trial trip, and when carrying a load of 44 tons, to represent the armament, a speed of 24.265 knots, with a pressure of steam of 180 lbs. per square inch, 340 revolutions per minute, and an air pressure in the stokehold averaging less than one inch of water. The cost of the boat now being constructed for the Austro-Hungarian Government is between £18,000 and £19,000, which is about one-third the cost of the 30-knot destroyers of 200 ft. in length, now being built in large numbers for various naval powers. Though the speed of these destroyers is given at 30 knots, it must be understood that this is obtained without the armament they must ultimately carry.

The Germans have not taken long to profit by one of the lessons of the Spanish-American war. They have decided to intensify the primary armament of the cruiser now building, so as to secure greater rapidity of fire. The low percentage of "hits" in the total shots fired has reference largely to the difficulty of determining range, and it is held that on land as well as sea a rapid-firing gun finding the range first may largely offset the issue. The Germans have decided, therefore, to substitute the 9.45 in. gun for the 12 in. gun originally decided upon, for although the latter delivers only a 474 lb. shell, with a muzzle energy of 14,050 ft. tons against a 562 lb. shell with a muzzle energy of 21,750 ft. tons in the case of the 12 in. gun, there is the solid advantage that the smaller weapon is to be fired twice in three minutes, while the larger gun can only be fired once in that period. The difference in penetration is 26 inches against 30 inches, so that it will not affect the result, in view, especially, of the higher rate of fire. The rapidly, however, is not very striking for the new guns, which are now in use in our Navy these shots have been fired in about 75 seconds, and in any case we could fire three shots for every one of this 9.45 in. gun of the German ship.

Being desirous of encouraging rapid shooting in the Navy, the Ex. Chief of the Navy recently went to the Admiralty offering a prize of 20 guineas to the ship which made the best practice at the next half-yearly prize-firing. They proposed this year to limit the competition to the Channel Squadron, and on a future occasion to extend it to the other fleets. The Secretary of the League has now received a reply, stating that the Lords Commissioners of the Admiralty are not prepared to accept the offer.

The most remarkable feature, of the cruisers of the new Russian programme is the high speed which is being aimed at. Thus the 6,000 ton cruisers corresponding in size very nearly to our *Minotaur* and *Devonport* class, are to develop 18,000-horse power, and to steam 23 knots, while at the same time they carry twelve 6 in. guns, twelve 2-pounders, and six machine guns. Of this type six are being built in Russia, one at Harbin, and two in Germany. The 3,000 ton cruisers are to steam 25 knots, and to carry six 4.7 in. guns. Five are ordered. It will be seen that we have no protected cruiser of moderate size coming anywhere near these vessels, and we have nothing built or building that could hold the 23-knot cruisers. It is thought we had to deal with an inviolable ship, but here are eleven fast vessels ordered or actually in hand.

Admiral Sir F. W. Richards, G.C.B., the senior Sea Lord of the Admiralty, will retire from that position in November next, on account of age. It is not yet known who will succeed him, but a Plymouth correspondent says that in naval circles there is a confident belief that the appointment will be given to Vice-Admiral Lord Walter Talbot Kerr, K.C.B.

Sixteen men-of-war are being built by the Admiralty in the Royal Dockyards, with displacement of 17,695 tons, and in private yards 44 ships, of 11,095 tons, are being constructed for the British Government. In addition to these, 30 warships, with a displacement of 10,995 tons, are to be built on foreign account in the private yards on the Thames, the Tyne, and the Clyde. The result is that there being constructed in the United Kingdom 80 war vessels, with a total displacement of 338,285 tons.

The launch of the *Yves* at Breton on September 1st is a very fine achievement on the part of the French constructors, and warns us that we no longer have a monopoly of speedy construction. She was laid down on January 1st of this year, so that she has been only eight months on the stocks, or two months less than the *Gaulois* which hitherto held the French record. The weight of battleships when launched in France is generally 3,500 tons, whereas in England we usually build 6,000 or 7,000 tons into our big vessels before putting them afloat. The *Yves* is generally of the *Charlemagne* type, carrying four 12 in. guns in two turrets and eight 6.3 in. and eight 4 in. quick-firers. She is a triple-screw ship, with engines of 15,520-horse power, which should give her a speed of at least eighteen knots. She will be followed on the stocks by a new battleship of slightly larger size, to be named the *Suffren*. This ship will be laid down at once, and pushed forward without delay.

The *Tyrrhelle*, cruiser, Capt. C. G. Robinson, arrived at Southampton on 19th ult. at the conclusion of the trial of the trials that had been specially ordered by the Admiralty. These trials included a sixty hours trial at 15,000-h.p., a trial of similar duration at 18,000-h.p., an eight hours' run at 22,000-h.p., and finally a four hours' run at 25,000-h.p. At each trial the engines exceeded expectations, and there was a marked absence of vibration. At the final trial

the ship ran 26 in. 10 in. forward and 20 ft. 5 in. aft, and the steam in boilers was 235 lb. in the square inch. The official report showed that the vacuum was 25 in. at the condenser and 24 in. at the pumps, and the revolutions were 108.53 at the boiler and 108.87 at the pump. The 14 in. was 12,618.5 at the boiler and 12,626.6 at the pump, or a collective 14 in. of 12,618.5. Owing to the high rate of speed the patent log was frequently found to be racing, and the actual speed was in excess of that recorded, but even under these uncertain conditions the patent log showed a speed of 21.9 knots.

AT FASHODA.

WHAT FRANCE THINKS.
Russia in the Background.

In official quarters in Paris the Fashoda incident did not, at least at first, cause any alarm. It was confidently anticipated that the matter will be settled in a friendly spirit. The question to be decided, they say, is whether the Egyptian provinces are to be looked upon as non-manna's land. In that case, no one could contest the right of France to occupy them. If, on the contrary, they are Egyptian provinces, then France has, like Great Britain, worked towards recovering these provinces for the benefit of their sovereign the Sultan.

The *Temps* in an article on Major Marchand's occupation of Fashoda said, on September 17th:—"It must be very well known in chauvinist circles in Great Britain that if France has decided to submit to examination the different questions which may arise from the occupation of Fashoda by a French force, it is on condition that this examination shall be correctly conducted with a view to cancelling the interests involved and, it goes without saying, with due regard to the legitimate susceptibilities of the two countries. Major Marchand is at Fashoda charged with carrying out a mission to which he is attached with very real importance, and every act involving his person—that is to say, the flag of which he is the guardian—will be considered on our part as carrying with it all the consequences usual in such incidents."

The Russian Press, as represented by the *Nouvelles Vremya*, warmly supported the pretensions of France, and treated Britain's warnings in the light of an empty threat—"a sensational rattle of arms, an attempt at intimidation predestined to fail." An Anglo-French conflict, it glibly declared, was out of the question. "The Cabinet of St. James always becomes resigned to the inevitable as soon as it meets with proper resistance, and risk and risk alone, and a shilly-shally, London diplomacy will not commit such a failure and risk alone, and a shilly-shally, Europe. In the event of Major Marchand's refusal to leave Fashoda only one Power has the right to declare war on France, and that is the supreme ruler and sovereign of Egypt, the Sultan Abdul Hamid." There seems to be an unintentional admission in this last sentence, that Marchand has no right to remain at Fashoda.

THE SIRDAR MEETS MARCHAND.

Fighting the *El Saffa*.

Lord Kitchener, only at Fashoda, with his first expedition, on the morning of September 21st. His journey had not been without adventures, for on the 18th, the gunboat *Saffa* had been captured and a sharp combat had ensued. The result of the encounter was that the *Saffa* was captured, and the British force was forced to retreat. The Sirdar, however, was not deterred, and he continued his march towards Fashoda. On the 21st, he met the French force, and a battle ensued. The result was a draw, and the two forces continued their march towards Fashoda.

There is some difference of narrative as to the exact proceedings on arrival at Fashoda. One account says that the Sirdar and Marchand met at the water-hole, and a second declares that the Sirdar first fired a shot, and a third, and a fourth, and a fifth, and a sixth, and a seventh, and an eighth, and a ninth, and a tenth, and an eleventh, and a twelfth, and a thirteenth, and a fourteenth, and a fifteenth, and a sixteenth, and a seventeenth, and an eighteenth, and a nineteenth, and a twentieth, and a twenty-first, and a twenty-second, and a twenty-third, and a twenty-fourth, and a twenty-fifth, and a twenty-sixth, and a twenty-seventh, and a twenty-eighth, and a twenty-ninth, and a thirtieth, and a thirty-first, and a thirty-second, and a thirty-third, and a thirty-fourth, and a thirty-fifth, and a thirty-sixth, and a thirty-seventh, and a thirty-eighth, and a thirty-ninth, and a fortieth, and a forty-first, and a forty-second, and a forty-third, and a forty-fourth, and a forty-fifth, and a forty-sixth, and a forty-seventh, and a forty-eighth, and a forty-ninth, and a 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Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU R. Nagase	Kobe and Yokohama	Friday, 25th October, at 4 P.M.
YAMASHIRO MARU J. Jones	Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Friday, 25th October, at 4 P.M.
KANAGAWA MARU J. MacKenzie	Marseilles, London and Antwerp, via Singapore, Penang, Colombo and Port Said	Thursday, 27th October, at 4 P.M.
HIROSHIMA MARU S. Teiji	Bombay via Singapore and Colombo	Tuesday, 1st November, at Noon.
SANUKI MARU W. Townsend	Kobe and Yokohama	Wednesday, 2nd Nov., at 4 P.M.
KINSHU MARU F. J. Brown	Seattle, Wash., U.S.A., via Nagasaki, Kobe and Yokohama	Saturday, 5th November, at 4 P.M.
SADO MARU J. B. Murray	Marseilles, London and Antwerp, via Singapore, Penang, Colombo and Port Said	Thursday, 8th November, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Prince Central.

A. S. MIHARA,
Manager.

Hongkong, 22nd October, 1898.



SETTING UP OF DISTILLERIES

Rice — Corn — Sugar-cane, etc.
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF
Liquors Factories — Preserves Factories.
Laboratories of Druggists — Essences Factories
STEAM KITCHENS.
BROT & GRANGE, 400 MATHIS, PARIS.

Apply to Messrs. DODWELL, CARLILL & Co., Hong Kong.

WHAT VITALITY MEANS.

Vitality is your measure of force or power. Thin babies and feeble old persons have little of it. When the system is unable to assimilate the right kind of food, vitality becomes low.

Scott's Emulsion

is above all other remedies in giving vitality. It is a food which, whether the stomach is weak or strong, will be assimilated, and food fails to nourish. Scott's Emulsion will be found to be an effective remedy for all ailments connected with the system.

Sole Agents for Hongkong and the Empire of China—WATKINS & Co., Hongkong.

SERRAVALLO'S
FERRUGINOUS QUININE.THE GREAT AUSTRIAN TONIC
OR
PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its
great STRENGTH-GIVING PROPERTIES and at the
same time being of so.

EXQUISITE TASTE.

Sole Agents for Hongkong—
A. S. WATSON & Co.
Hongkong, 1st September, 1896.

SIENTING

SURGEON DENTIST.

No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1896.

Shipping.

STEAMERS.

MOGUL-WARRACK-MILBURN LINE.
FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"GAZEE,"

will be despatched as above on SUNDAY, the

6th November, at Daylight.

S.S. "BRAEMAR" about 14th Dec., 1898.

S.S. "ENERGIA" " 31st Dec., 1898.

S.S. "MOGUL" " 15th Jan., 1899.

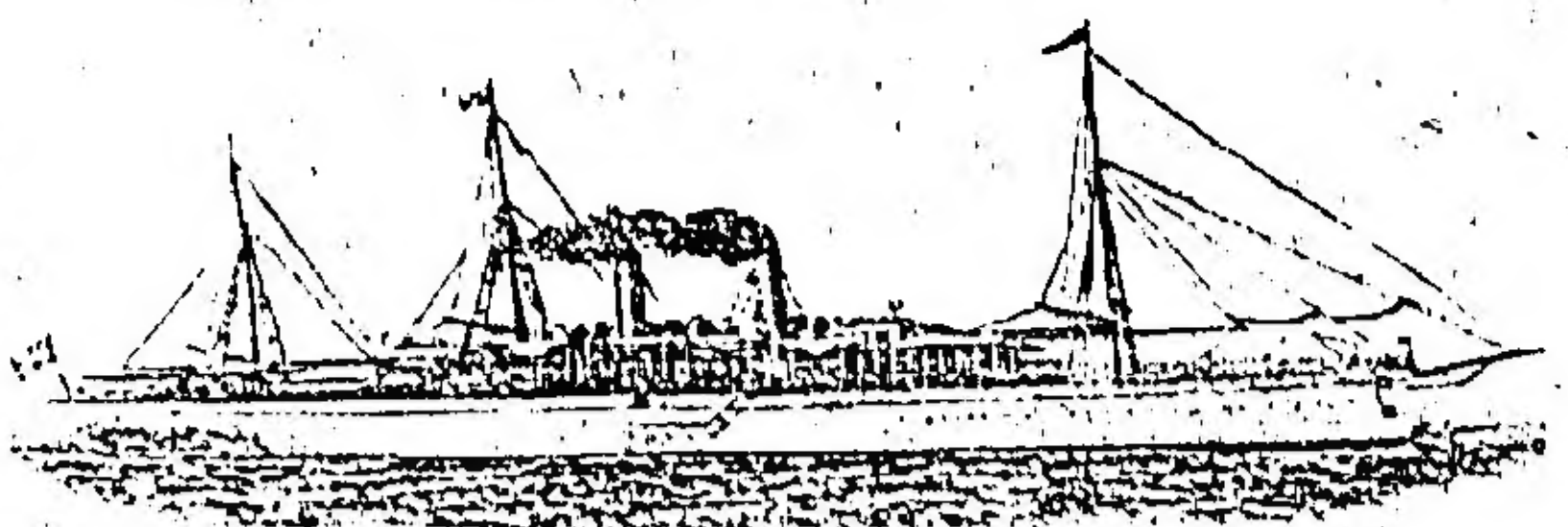
For Freight or Passage, apply to

DODWELL, CARLILL & Co.,

Agents.

Hongkong, 21st October, 1898.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1898

1898

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 23rd Nov., 1898.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 21st Dec., 1898.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R., WEDNESDAY, 18th Jan., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
B. E. BROWN, General Agent,
Piddler's Street.
Hongkong, 26th October, 1898.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIJUN,"

Captain Douglas, will be despatched for the

above Ports, TO-MORROW, the 27th instant,

at Daylight.

For Freight or Passage, apply to

DOUGLAS LAFAIR & Co.,

General Managers.
Hongkong, 26th October, 1898.

[1275]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR TIENTSIN (DIRECT).

THE Company's Steamship

"KWONGSANG,"

Captain W. S. Striker, will be despatched, as

above TO-MORROW, the 27th instant, at 2

P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.
Hongkong, 26th October, 1898.

[1262]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"WHAMPOA,"

Captain Sales, will be despatched as above

TO-MORROW, the 27th instant, at 3 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.
Hongkong, 25th October, 1898.

[1270]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG,"

Captain Outerbridge, will be despatched TO-

MORROW, the 27th instant, at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.
Hongkong, 25th October, 1898.

[1248]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"JOHN SANDERSON,"

Captain Smith, will be despatched as above

on or about the 29th instant.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.

Agents.
Hongkong, 8th October, 1898.

[1211]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR PORT DARWIN, QUEENSLAND

PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"

Captain T. Moore, will be despatched on

SUNDAY, the 30th instant, at Daylight.

The attention of Passengers is directed to the

Superior Accommodation offered by this Steamer.

The First-class Saloon is situated forward of the

Engines. A Refrigerating Chamber ensures the

Supply of Fresh Provisions during the entire

voyage.

A duly qualified Surgeon is carried and the

Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company

to and from AUSTRALIA are available for return

by the Steamers of the EASTERN AND AUSTRALIAN

S.S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.
Hongkong, 25th October, 1898.

[1212]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ULYSSES,"

Captain Brown, will be despatched as above

on TUESDAY, the 1st November, at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.
Hongkong, 25th October, 1898.

[1271]

Shipping.

NORTH
GERMAN LLOYD.
(Freight Service.)HAMBURG
AMERICA LINE.
(East Atlantic Service.)

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LIVERPOOL,
GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*BABELSBERG	HAVRE & HAMBURG	About 7th November	Freight and Passage.
ANDALUSIA	LONDON, HAMBURG & ANTWERP.	About 12th November	Freight.
STOLBERG	HAVRE AND HAMBURG	About 17th November	Freight and Passage.
SAVOIA	HAVRE AND HAMBURG	About 25th November	Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.
For further particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents,
Hongkong, 18th October, 1898.

Mails.

NORTHERN PACIFIC
STEAMSHIP COMPANY.VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Glenogle... 3,750 J. McGillivray... Nov. 1.

Victoria... 3,107 J. Truebridge... Dec. 5.

Tacoma... 2,555 A. Dixon... Dec. 10.

Glenogle... 3,750 J. McGillivray... Jan. 10.

[1272]

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION

COMPANY.

Columbia... 2,605 J. A. Gow... Nov. 12.

Lanier... 3,677 Williamson... Dec. 24.

Monmouthshire... 2,874 W. A. Evans... Jan. 21.

[1273]

THE attention of Passengers is directed to the

very cheap rates offered by this Line.

HONGKONG TO LONDON 47.

Excellent accommodation. First-class Table.

Doctor and Stewardess carried.

HONGKONG TO NEW YORK 44.

The Railroad travelling is second to none on

the American Continent. Magnificent Scenery

of the Rocky and Cascade Mountains. The

YELLOWSTONE NATIONAL PARK route. Passen-

gers to EUROPE may proceed by one of the first

class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA 48.

Rates of Passage to other Points on application.

Special rates allowed to members of Govern-

ment Services.

Through Bills of Lading issued to Pacific

Coast Ports, and to Canadian and United

States Ports.

Consular Invoices of Goods for United States

Ports should be in quadruplicate; and one

copy must be sent forward by the steamer to

the Freight Agent, Tacoma, Wash., or Portland,

Or (whichever may be the destination of the

Steamer).

Parcels must be sent to our Office (with address

marked in full) by 5 P.M., on the day previous to

sailing.

For further information apply to

DODWELL, CARLILL & Co.,

General Agents.
Hongkong, 25th October, 1898.

[1274]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT,

BLACK SEA AND BALTIC PORTS:

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON, AND SOUTH AMERICAN

PORTS.

THE COMPANY'S STEAMERS WILL CALL AT

SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH

BILLS OF LADING FOR THE PRINCIPAL

PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen... Wednesday 9th Nov.

Bayern... Wednesday 7th Dec.

Prins Heinrich... Wednesday 4th Jan.

Prussia... Wednesday 1st Feb.

Sachsen... Wednesday 1st March.

[1275]

ON WEDNESDAY, the 9th day of Nov.,

1898, at 9 A.M., the Company's Steamship

"SACHSEN," Captain H. Supper, with MALES,

PASSENGERS, SPECIE & CARGO, will leave

this Port as above, calling at NAPLES and

GENOA.

Shipping Orders will be granted till Noon on

MONDAY, the 7th November. Cargo and Specie

will be received on board until 5 P.M. on TUESDAY

the 8th Nov., and Parcels will be received at

the Agency's Office until Noon on TUESDAY, the

8th Nov. Contents of Packages are required.

No Parcel Receipts will be signed for less than

\$2.50 and Parcels should not exceed Two Feet

Cubic in Measurement.

The Steamer has splendid Accommodation

and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 12th October, 1898.

[1221]

SAILING VESSEL.

FOR NEW YORK.

THE 3 L. T. American Bark

"ADOLPH OBRIG,"

Captain Ambury, is ready to take cargo for

above port and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Hongkong, 6th September, 1898.

[1267]

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH